

REPORT

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SUPPLEMENT TO
REPORT NO.

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CENTRAL INTELLIGENCE AGENCY

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7. Pilotage: Fees for employment of pilot into and out of harbor are:

501 to 1,000 GRT 3,000 levas. If tug is used 5,600 levas.
 1,001 to 2,000 GRT 4,500 levas. If tug is used 7,150 levas.
 2,001 to 3,000 GRT 6,000 levas. If tug is used 10,150 levas.
 Over 3,000 GRT 9,000 levas. If tug is used 13,150 levas.

The employment of a pilot is not compulsory. There is a 50 percent increase in the above charges for the employment of the pilot after sunset and before sunrise. A tug is generally employed for piloting ships out of the harbor in a strong wind or at the pilot's discretion on all other occasions.

8. Open sea pilotage is not compulsory. Vessels are, however, required to advise the Pilot Service at Stalin, call sign LZW on wave length 600 meters, their e.t.a. at approach point 2 (Cape Emine) are at approach point 3 (Cape Kaliakra) if a pilot is required for passage through the mine fields. If not e.t.a. at port of call must be given. Contact with the Pilot Service should be made soon after leaving the Bosphorus or other Black Sea anchorage and ship's agents should be given similar advice at the same time.
9. Approach point 2 is approximately 9 miles southeast of Cape Emine marked by a black and white buoy at 42 degrees 34 minutes north and 28 degrees 48 seconds east. From this point the lighthouse of Cape Emine is on a bearing of 328 degrees. The channel through the mine field is one mile wide on each side of this bearing.
10. If a request has been made for a pilot he will come aboard at this point and will pilot the ship to Burgas or Stalin. Demurrage at 4,000 levas per hour will be charged.
11. Fees for open sea pilotage from approach point 2 to Burgas or Stalin and return or from approach point 3 to Stalin and return are:
- For vessels up to 1,000 GRT 37,000 levas
 For vessels 1,001 to 3,000 GRT 46,000 levas
 For vessels over 3,000 GRT 53,000 levas
12. An additional fee of 3,000 levas, pilot's danger money, is paid for pilotage through the mine field. The fee covers the return trip as well. It is customary to tip the pilot 2,500 levas for services rendered.
13. A Bulgarian Bill of Health is charged at 985 levas.
14. Shore leave: Permits to go ashore are 250 levas for each member of the crew. This fee is reduced by 100 levas if two photographs are produced.
15. Launch charges: A lump sum of 2,000 levas is paid for launches used by Customs and Passport Control officials. A launch for use by the ship's crew can be hired for 600 levas per hour or part thereof.
16. Stamp duty on cargo discharged or loaded is charged at 6 levas per metric ton.
17. Customs charges: A charge of 6,700 levas, not compulsory, to cover supervision, seals, et cetera, facilitates the ship's dispatch. This fee is apt to vary.
18. Stevedoring: Loading or unloading charges for work in the hold are as follows:

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General cargo including tobacco 210 levas per metric ton.
 Grain and beans 150 levas per metric ton.
 Seeds and oil seed 190 levas per metric ton.
 Pottery and glassware 430 levas per metric ton.
 Heavy lifts (packages over 200 kilos) 320 levas per metric ton.

When ships do not dispose of their own slings and tackle these can be hired.

19. Usually 10 men are employed per hatch of which 2 as winchmen. Hours are from 0800 hours to 1200 hours and 1400 hours to 1800 hours. Day overtime rates; an increase of 25 percent is charged for work done between 0600 hours and 0800 hours, 1200 hours and 1400 hours and 1800 hours to 2200 hours. Night overtime rates; an increase of 35 percent is charged during period 2200 hours to 0600 hours. On Sundays and holidays the day overtime rate is charged.
20. Average quantity of cargo handled per hatch per 8-hour day is about 100 tons. Vessels use their own steam tackle.
21. Winchmen are paid 1,080 levas per day and 270 levas per hour overtime. It is usual to have 2 winchmen per hatch.
22. The opening and closing of hatches is charged at 600 levas per hatch.
23. Tallying: Tallymen are hired as required, one per hatch, by the Captain on the ship's account and by the shippers or receivers of cargo on their own account. The Customs also have their own tallymen. The rate for tallymen is 1,000 levas per day with 200 levas overtime.
24. Foreman: Only one is employed and on the ship's account. He is paid 1,500 levas per day with 250 levas overtime.
25. Cooperage is done either on board or on the quay. A cooper receives 1,000 levas per day and 200 levas overtime.
26. Payment has to be made by shipping companies in hard currency.
27. Documents: Captains are advised to have ready the following papers to facilitate inspections:
 - a. Bill of Health and Fumigation Certificate.
 - b. Ship's tonnage register.
 - c. Crew list in triplicate.
 - d. Crew's passports or personal documents.
 - e. Passengers' passports.
 - f. List of stores and provisions in triplicate.
 - g. List of all monies held by the master, crew and passengers.
 - h. List of cameras, firearms, ammunition, binoculars, tobacco and alcohol belonging to individuals on board.
 - i. Captains are advised to collect into one place all currency and items under section h above for inspection and sealing by Customs. Items not collected when the inspection begins are liable to confiscation even if listed and the owners liable to heavy fines.

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28. Manifests: Agents are requested to submit in writing to the Harbor Master full details of e.t.a. cargo, numbers of hatches to be worked, et cetera, at least 24 hours before the arrival of a ship so that sufficient labor will be available at the required times. Communications should be by registered mail.

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